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CENTRAL INTELLIGENCE AGENCY

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RAILROAD WILL DEVELOP PLOCE HARBOR;  
OTHER LINES UNDER CONSTRUCTION

RAIL LINE TO BE 192 KILOMETERS LONG -- Politika, No 13310, 7 Aug 49

The construction of a new standard-gauge railroad line between Sarajevo and Ploce has been started. The largest tunnel is already being cut through the mountain at Jablanica.

The new line will be about 192 kilometers long and will have about 30 tunnels with a total length of 20 - 35 kilometers.

The building of the new line will greatly facilitate Yugoslav export and import and reduce costs. At present wood, the most important Bosnian export item, travels, over the long route via Vrpolje and Zagreb to Rijeka. Coke for the Ironworks at Vares must now be transported halfway across Yugoslavia.

The new line will be connected by sea with the Belgrade - Zagreb - Ljubljana main line. The new route to the sea will be 81 kilometers shorter than the present Sarajevo - Dubrovnik narrow-gauge line, and the grade will be reduced from 5 or 6 percent to 2.5 percent. This will be of particular benefit to the aluminum combine to be built in Hercegovina.

Last year workmen began to lay out the route of the new line. As part of the line crosses poor terrain, including a large number of doline (circular depressions), many viaducts, tunnels, and large cuts were necessary. The mountain region from Pazaric to Mostar posed the most difficult engineering problem.

The railroad line will pass the great hydroelectric power plants at Jablanica.

Wharves, warehouses, and housing are being built at Ploce in connection with the construction of the railroad line, which will transform Ploce into a great modern freight and passenger harbor.

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FREIGHT CAR FACTORY OFFERS NEW MODELS -- Borba, No 188, 9 Aug 48

In 1947 the railroad workshop in Rankovicevo [formerly Kraljevo], now the Railroad Car Factory, merely repaired railroad cars. The next year preparations were made for the manufacture of freight cars, and two prototypes of new freight cars were evolved. While awaiting the delivery of parts from abroad, the workers, on their own initiative, took four old Diesel engines and made two out of them to supply power in case of an interruption of current.

However, only some of the materials and machines arrived. For example, universal shears for cutting iron and essential parts for the railroad cars had to be made in Yugoslavia, in the "Prvomajska" factory.

This year the serial production of four new types of freight cars was begun. Two of the models were ordinary freight cars, the other two special cars for the ferrous metallurgy industry which had never been made in Yugoslavia in the past. The special cars are made entirely of Yugoslav materials.

The freight cars made at Rankovicevo will have air brakes for a speed of 80 kilometers.

The first 15 special cars already have been delivered to the ferrous metallurgy industry. Now five series of each type are being manufactured. The first will be finished in a few days.

Because the nondelivery of parts delayed the planned construction of new cars, more cars were repaired than the plan provided. Last year the factory repaired 1,635 freight cars of all series, most of them badly damaged. During the first half of this year, 650 freight cars were repaired and six freight cars were equipped for carrying live fish.

Production at the Railroad Car Factory is five times greater than in 1939 and will be still greater by the end of the Five-Year Plan. The factory is gradually being expanded. New machine shops will be added for making freight-car parts which had to be imported in the past.

PRODUCTION SWAPPED ON NEW FREIGHT CARS -- Politika, No 13316, 14 Aug 49

The railroad car factory in Rankovicevo is beginning the production of heavy four-axle 40-ton and two-axle 20-ton freight cars. They will be made from parts produced in Yugoslav factories from Yugoslav materials.

Plans for the new cars were drawn up last year and the necessary parts ordered from Hungary and Poland. When delivery was cancelled, changes were made in the plans and orders placed with Yugoslav firms, so that serial production could begin in 1949.

The factory is now working on the problem of building narrow-gauge dump cars of large capacity to carry heavy iron blocks in foundries and cars to carry castings.

Several new railroad cars will be put into service within a few days. Five huge cars for transporting 60-ton iron blocks have already been delivered to the Ironworks in Zenica, and a new series of six of these cars is now being produced. A series of one hundred 20-ton freight cars is under construction elsewhere in the factory.

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NEW TANK CARS TO CARRY WINE -- Borba, No 187, 8 Aug 49

The first series of 30 railroad tank cars for transporting wine and other alcoholic beverages was completed recently in the railroad workshop at Subotica. A total of 100 of these cars, making up four through trains, will have been completed by the end of the wine season.

Each of these four trains will carry nearly 300,000 liters of wine from the most remote districts of Serbia to the modern cellars in the Vojvodina in only 48 hours, as compared with a journey of 10 days or so in the past.

Special boxcars, each containing two large built-in tanks, have been made for transport to foreign countries.

RAILROAD LINES IN MACEDONIA -- Borba, No 182, 2 Aug 49

Macedonian volunteers are now busy building two standard-gauge railroad lines in their republic. One, 70 kilometers long, will connect Skoplje and Gostivar. On the other, the first tunnel on the line between Kumanovo and Ovce Polje is now being cut. Both lines are being built by brigades of volunteers from the People's Front.

RAIL LINE IN THE KOSMET -- Politika, No 13320, 19 Aug 49

The Metohije - Prizren railroad line, now under construction, will extend from the small station at Metohije on the Pec line to Prizren via the stations at Voluje, Bramovci, Radost, Zrze, Krusa, and the Youth vineyards at Landovica.

ROAD IN THE SANDJAK WELL UNDER WAY -- Politika, No 13298, 24 Jul 49

About 40 percent of the work on the new 15-kilometer road between Boljanici and Gradac in Sandzija has now been completed. The heaviest work was on a 12-kilometer stretch where three cuts are being made.

The volunteer brigades are also building an industrial development in Gradac. Work has been done on three buildings, the foundations for a temporary electric power plant are being laid, and preliminary work is under way toward the construction of a temporary bridge over the Cetina.

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